most magnitude, and no member of that corps looks done. flect in lowering the price of stocks in New York.

in occasionally on the Virginia Central Railroad.

We think be will be able to maintain himself and drive off any fleet that may be sent against him, although it is evident that the fight at Pensacola is not finally and force, of which we expect to hear more shortly.

As for the rumoured removal of the seat of govern- objections or amendments. ment, we trust that that will not be done at this stage of our national progress, as we fear that too much migration would convey an idea of political as well as of buyer and seller, the transactions arising out of barwe suppose they would be found to exist at Nashville or any other town which might be selected.

THE Fayetteville Observer appears very auxious to get rid of certain manufacturing stock. Sorry to say that the state of the exchequer will not permit us to indulge in the luxury of investment just now, but in order to be as accommodating as possible, we propose to swap some Deep River stock. The Observer talks pretty bard about its stock, and we know that the Deep River, although locked and dammed, is not worth a

In good truth, we do not know what profits the proproprietors of the Observer are making from manufacturing stock, nor how much stock they hold, nor, when originally referring to manufacturers did, it occur to us who had or who had not such interests. The editors of the Observer seemed to take the thing to themselves.

in consequence of the liberal contributions by the citizons of Rocky Point District, to the comforts of Capt. David Williams' company, the donations of socks, &c., dispensable now in order to prevent oppression and widehave been less from that District than they would oth-

THE CHARLESTON Mercury says that during the revolationary war good bacon was made with one peck of salt and an abundance of hickory ashes to six hundred pounds. In applying the ashes, it is well to have bucket of molasses, and apply a portion with a white washing brush to each joint. When well smeared, rub on the ashes, which will thus adhere firmly and make an impenetrable cement.

ting around generally in the vicinity of Savannah and in its boots trembling before the majesty of the now Port Royal, and we may expect soon to hear of more exciting news from that section. The first instalment | State, Judge Richmond M. Pearson and the two other

TALKS LOOSELY .- We notice that a Fort Caswell correspondent of the Fayetteville Observer writing over the signature of " Philanthropos," complains very bitterly about matters and things in general down there and in Smithville and Wilmington. If all his statements are to be judged by the specimen contained in the following sentence, it will be easy to see what credit is to be attached to them. He says " A sick soldier cannot procure a chicken at Smithville or Wilmington for less than two dollars a head, or a potatoe for less than five cents a piece." Chickens sell here for little over a tenth of that sum, and sweet potatoes are cheap and plenty. Irish popatoes are not cheap, but they are not so very extravagant. See market report in to-day's Journal. There ought to be reason in all things, but surely there is none in such wholly unfounded state-

morning. A few were Northern men by birth-the the great mineral, with the great agricultural regions of balance Irish and Germans, the Germans largely prepon- the State, and affording a direct communication for both the thing as it came, as the fortune of war, behaving own borders. quietly, seeming to expect no insult and meeting with none. Some, from all accounts, could hardly speak or even understand the English language. Some of the Northern officers along looked a little better than the crowd, but the most of the soldiers who were not foreigners appeared to belong to the worst order of New York b'hoys-a class who are a canker, and will finally be the rain of the communities they pollute. The gamins of Paris, the Lazzaroni of Naples, are fully as respectable and not more dangerous. These worthies indulged themselves in all sorts of slang, which, in their "Metropolitan" haunts, passes for wit. Sykesey and Mose were along, without any of the redeeming points about them, which some fanciful writers attribute to such unmitigated blots on humanity. They are, of all others, the men to raise the banner of "beauty and booty" of outrage and rapine. Remember, we are speaking of a class, not characterising the Northern people, but it is to be remarked that it is mainly upon this class, together with starving and unemploped foreigners, many, indeed a large proportion of them, unnaturalized, unacquainted with the language or the people, that the reliance of the Sewardites has been placed. There is no savage like the savage who springs up in the bosom of a highly artificial civilization. None so heartless, so reckless, so unprincipled, so perfidious. There was more than one specimen of this kind of savage in the batch that went through here on Saturday morning.

THE FORT on Pensacola harbor generally spelled " McRae" is properly "McRee." It is a casemated fortification with two tiers of guns in casemate and one tier en barbette, that is to say, on the ramparts. It is built to mount 150 guns, and is distant from Fort Pickens, built for 210 guns, about a mile and a This at \$150 per bale would be only \$750,000, instead both Pickens and Fortress Monroe if we had not have been crowing so loudly. " watched and waited " a little too long. They would now be worth armies and navies to us.

The State Convention.

On MONDAY LAST the Convention of the State of them not a little contradictory of each other in fact and fair dealing, and all the other magnanimous qualities .-

alike growled at. The Convention is asked to save the qualities which alone can redeem that arrogance from community from oppression by the holders of salt, but contempt? We ask this thing seriously, because to deliver the same community over to the tender mer- honestly think that the escutcheon of our fair sister State Il observers; third upon the rumored action on the cies of the Shylocks who hold notes. According to the ought to be relieved from the stain that certain speculaotomac which has been at hand any time for months, usual rules of trade applicable to common times, a man tive parties will certainly affix to it, if nothing be done arer now, to all appearance, than it was has just the same right to ask and get all he can for his to show that these acts are not only disavowed but coun-Also we might add that the project goods, as he has to recover by law the price agreed teract d by the authorities.

eat of government from Richmond to Nashville, to the great disgruntlement of the trading population of the intended to repress abuses, the State, properly speaking, colonels to the last joined privates, of men equal to the cannot safely interfere with the private transactions of first or "Bethel" regiment, and that is saying much .-If the reports from Washington City be true, it is her citizens, nor can she justly enforce arbitrary rules They went to the aid of a sister State,—they took with almost certain that the diplomatic corps there regard as between herself and her citizens or any of them, be- them good North Carolina money, money bankable in the capture of our commissioners as an affair of the ut- cause by acting so she would cause great injustice to be Richmond; -what then? why, in South Carolina, the

upon it in graver light than does Lord Lyons, the am- Take salt as an often-quoted instance of mono oly sister State, they are publicly feted in Charleston, for a bassador of the power whose flag has been insulted. It and extortion. That the State has a right to take pri day or so, and prevately shaved all the rest of the time looks like a complication and has not been without its vate property for public uses, making a just compensa- on every cent of money they have got. They are now tion therefor, connot be denied; but then the question shaved, as we learn, on good authority, some fifteen per If it be true, and there seems to be little reason for will immediately arise-What is a just compensation? cent. at the miserable mud vil ages near which doubting it, that the virtual stoppage of supplies has The Governor of Georgia says that five dollars a sack s camps are pitched. How long is this sort of thing to leit Washington City without coal to make gas, while a plenty for sait, and he will give that, and what he can't continue? If it does continue much longer there will wood is \$18 a cord and all other things in proportion, buy at that price he will seize at it. Now how would it seems almost impossible that the District can be held this work in many cases of which all are aware? Many much longer, and this will force McCleitan to make a a man in all honesty, wishing to accommodate custothe view of attacking our batteries on the mers, has bought and has on band some salt, which he Potomac and thus opening the navigation of that river, sells at a price only allowing a reasonable percentage on and this must be done soon if at all. The indications its cost to him, and yet that price is far above five dollars are such as to point to an engagement at an early day. a sack, and that would therefore be no jost compensation This, of course, without reference to the opinions or to him, however extravagent it might be to others who statements of the "reliable gentleman" who still comes had bought up salt at less than a dollar a sack. The same reasoning will apply to other things. Upon this So far, General Bragg has covered himself with glory. subject we see that Hon. George E. Badger has introduced an ordinance, founded upon the basis of the old English statutes against engrossers and forestallers, which appears to be carefully drawn upon to regulate certain closed, but only for the time. There will no doubt be a transactions. We have it in hand and will publish it togreat many more ships sent, and possibly a pretty heavy morrow, and shall then be pleased to hear from those of our readers whose experience may suggest to them any

Why should the Convention be called upon to regulate one relation, one class of transactions, the relation vsical unfixedness and want of permanence or con- gain and sale, with the view of preventing oppression sistency. As for the evils complained of in Richmond, and should at the same time be loudly called upon to repeal a law regulating the relation of debtor and creditor, a relation in which oppression may and will occur, as soon, and from the action of the same passions as in the other relation? It is folly to talk about public opinion, or to urge that nobody would take advantage of the unavoidable position of debtors. People who would forestall and engross the actual necessaries of life that they might get extortionate prices for them, would also, by forced sales and combinations engross and fore stall the real and personal property of the community : and that public opinion would not suffice to stop this operation, is apparent from its total failure in regard to speculation, engrossing and forestalling in articles of prime necessity, when the very life of the country itself is at stake. We have no peculiar personal interest in this matter, or if we have, our interest is certainly the other way. We do not say that the present stay-law is perfect. That is not the question. The question is, We are requested by Sheriff Vann to state, that Does or does not the relation of debtor and creditor, equally with that of buyer and seller, require some regulations, unnecessary in usual times, but absolutely in spread suffering, if not ruin to thousands? Whatever eminent newspaper lawyers may say to the contrary, the common sense and common feeling of the people answer this question in the affirmative; and surely, a body which, like the Convention now in session, proposes to tear things up by the roots and plant them with their branches in the ground, ought not to be afraid to approach this question. A Convention that hesitates not to approach the Constitution of the State-to tear down and built up, to erase and re-write at its pleasure, ought not to shrink from the consideration of this subject, IT WILL be seen that the Lincolnite forces are opera. while in their souls acknowledging its necessity, although supreme Legislative as well as judicial authority of the respectable gentlemen, who sit with him on the Supreme

Efforts will be made based upon the recommendation contained in the last message of President Davis, to carry through the Convention an ordinance for the char tering of a direct road from Danville, Va., to Greens. boro', N. C. We respectfully invite attention to the communication on this subject in to-day's Journal over the signature of "Confederate States." It puts the whole thing upon its true basis. A glance at any railroad map will show the complete correctness of our correspondent's statements. When the war is over, North Carolina and her citizens must look out for their interests. and must not now sacrifice their future on the altar of Richmond speculation under the mistaken idea that they are responding to the calls of Southern patriotism .-There will also be proposed one of those abortive, temporary and selfish schemes of a railroad from the coalfields to within nine miles of Raleigh, instead of running the road to a point on the N. C. Road in the neighfifty prisoners passed through this place on Saturday borhood of High Point or Lexington, thus connecting derating. The Irish & Germans, the latter especially, took to manufacturing and commercial centres within our

The question of finance will also occupy the attention the State's quota of the Confederate war tax.

The Convention has refused, by a vote of 57 to 43 to fix a day for adjournment, and when it will redjourn no

BLESS its old title-page, we see it once more, i. e., 'Turner's North Carolina Almanac" for the year of Our Lord, 1862, being second after bissextile, or leapcalculated for the Latitude and Meridian of Raleigh, N. C., by David Richardson, of Louisa county, Va. There is one item in the above recapitulation that sounds ominous-" calculated for the Latitade and Meridian of Raleigh,"-spite of that, however, it is quite acceptable and will be useful, and it is published and sold wholesale and retail by Henry D. Turner, at the North Carolina Book Store, Raleigh, and was handed to us by Mr. Whitaker of this place. From calendar we learn that on the first of January " Luna while those on the counterfeit are engraved. The vigruns low;" Sun rises 7:12; sets 4:48. That the Moon's place is in the "knees," etc. Astronomy is a

THE AMOUNT of sea island cotton made in the Con- paper has a greasy appearance. tederacy, and all the long-stapled cotton of the world is made in the Confederate States, is about forty thousand bales, raised on the coasts of South Carolina, Georgia and Florida. It would be a liberal calculation to allow one half of this to South Carolina, and a still more one half of this to South Carolina, and a still more liberal one to state one-third of this amount as likely to fall into the hands of the enemy—one-fourth or five thousand bales would be found to far exceed the fact.—

Ty. Of these the Federal troops killed 400 and took 2, 700 prisoners! What became of the balance we are unable to learn. We hope they are yet living to repent of their treason. The success of the Federal cause can be service that will be required of them for the present year. We, however, need an increase of our freight cars, quarter. There is a water battery in advance of Fort of the sundry millions over which the Northern papers, McKee mounting 10 heavy guns. We might have had especially those of the great, liberal city of New York,

> THE DAILY JOURNAL can hereafter be had by the volunteers in camp at 50 cents per month.

Is it Right !- We ask South Carolina

We have been used to connect two ideas with our sis-North Carolina re-assembled at the capitol in Raleigh. ter State of South Carolina-chivalry and the rather A great many things will be before the Convention. grandiloquent assertion of her claims thereto. Chival A great many things are expected of it, and many of ry means, we think, generosity, truthfulness, gratitude, Is South Carolina now willing to retain all her arro-Let us see. Monopolists and the Stay Law are gance, and divest herself of all her supposed chivalric

Two regiments went from their camps in this vicini-The fact is, that beyond a certain power of regulation | ty, good North Carol na regiments, made up, from the State to whose assistance they went, their chivalrous be more truth than poetry in the frequent assertions of the Northern press that South Carolina is cordially hated by the other Southern States. She is not. How long before, under present circumstances, she will be?

> We make these remarks in no unfriendly spirit he contrary, we make them in a spirit of kinduess and friendship alike to our brave boys and to the really galant State whose coast they are called upon to defend

WE ASK our State Convention to pause and think ittle before it reckless'y overturns or destroy the checks and balances of the constitution, which a more conservative generation placed there. Great interests as well as mere numbers ought to have their legitimate influence. It is in defence of great interests, of great sovereign rights that the Southern people are arrayed in arms. Mere numerical strength has outvoed the South, and by virtue of so doing, claims the right to do any theoretical. They must be actual. Before fanaticism -self-interest, however mistaken, or any other passion. how soon are the barriers of the constitution prostrated ? Let the history of the few years immediately preceding the discuption of the United States answer this. There from mere numbers, and these rights and interests must be clothed in some way with a power of self-protection. Already ad valorem has struck down one of the barriers of the constitution. Let the Convention tamper with the basis of representation and it will finish its work by providing for the State the seeds of future dissolution

The Lincoln Oath.

We have been permitted to copy the following oath allegiance which all the supporters of Abraham Lincoln are forced to take. Who John J. Bradley is, we do not know. The original, now before us, was taken from on board the Federal steamer Union, wreck

Oath of Allegiance and to Support the Constitution of the United States.

DISTRICT OF THE CITY OF PHILADELPHIA I, John J. Bradley, do solemnly swear, that I will sup ort, protect, and defend the Constitution and Government or foreign, and that I will hear true faith, allegiance, and ating on the 3 th of September, 18-1: evalty to the same, any ordinance, resolution, or law of any State Convention, or Legislature, to the contrary not withstanding; and further, that I do this with a full determina tion, pledge, and purpose, without any mental reservation or evasion whatsoever; and further, that I will well and faithfully perform all the duties which may be required of me by law. So help me God. JOHN J. BRADLEY. Sworn and subscribed, this 6th day) of October, in the year of our Lord one thousand eight hundred and sixty-one.

The Lynchburg Virginian fumes over the appoint ment of Ex-Governor Bragg to a place in President Davis' Cabinet, as being that of a Breckinridge Democrat, which class of politicians the Virginian thinks have been too exclusively promoted. The Virginian need not fret. Governor Bragg was never enough of a Breckenridge Democrat to hurt, that much we know; nor to benefit much either, that we also know.

Mesers. Editors of the Journal: Please insert the following record of a So'dier's Aid Society, organized in Upper Black River District, at Union Academy, near Harrell's Store, October, 1861. After meeting the Ladies organized by electing Mrs. Mar garet A. Devane, President, Mrs. P. C. Taylor, Vice Presilent, Mrs. I ewis Highsmith, Treasurer, Misses A. A. Devane and Caroline Wells, Secretaries, and Lewis Highsmith.

> For he Journal Col. Clingman's Regiment.

The 25th regiment North Carolina Volunteers acknow edge the reception of the following donations to the Hospital departme t at Camp Davis, near Wilnington, in Oc-

Mrs. Quince and Miss Kate Quince, four mattrasses, six illows, eight blankets, six pillow cases, two flannel shirts, one bedstead, two bottles wine; Mrs. C. Bobeson, two comorts, two pair shoes, one shirt, one pillow; Mrs. Harden, two blankets, and a variety of medical comforts; Mrs. Samuel Cannon, two blankets, and nourishment for the sick; Mrs. Dr. Anderson, fo r towels, four blankets, four pillow cases, two mattrasses, six pillows, one comfort, wine and arious medical comforts; Mrs. E. Hewlett, five pillows, two quilts; Mrs. E. A. Nixon, five pair socks; Soldiers Aid Cost of printing Appu-1 Reports. Society of Wilmington, eleven mattrass sacks, three blankets, six pillow alips, two pillow cases, twelve shirts, three towels, two carpet spreads, two shirts, one pair drawers, thirteen pair socks; Mrs. A. Paul Repiton, two blankets. Duly grateful for these favors, I am also instructed to exaress the thanks of the regiment for the kind attentions bestowed upon our sick men whom we were compelled to Cost of new Locomotives and tools leave behind at Camp Davis in our hasty march to the coast | for Shop,..... of South Carolina. Under the elevating influences of that | Cost of new Passenger Cars, and tools common feeling of union against a common foe, which in times like these, is so well calculated to erase State lines, all of our North Carolina boys who are now over here, are gratified in being ready to serve our sister State, South Cost of Clothing, Subsistence and Med-Carolina. They value the privilege thus to come to her aid be invaded, no body of men will rush more quickly and nobly to the rescue than the 25th regiment.

Many of our men are sick with the measles, and some with typhoid fever. Coming from their heal hy mountain homes to the defence of our coast before the sickly season had passed, it may well excite an agreeable surprise that so few of our men have suffered with disease incident to the season and to our situation. This exemption, however, is due to the kind and constant care of the officers over their men-to an observance of those preventive measures so wofull; neglected in the camps of our Southern army-and Miscellaneous expenses, 236 62-4,429 28 to the smiles of that good Being who is so signally blessing the cause of the South. In the number of our men who have been sick, and in the number of our deaths-only two our regiment, for the time it has been in the field, can challenge a comparison with that of any other, at least of S. S. SATCHWELL,

Surgeon 25th Reg't N. C. V. CAMP LEE, Grahamville, S. C., Nov. 24th, 1861.

LOOK OUT FOR COUNTERFEITS .- We were shown yesterday a counterfeit \$10 bill on the Bank of Cape Fear, Wilmington, N. C. By observing the bill it may readily be detected from the genuine. The names of the President and Cashier on the latter are written. while those on the counterfeit are engraved. The vignettes on the counterfeit are also badly executed, the hands of the reaper not being visible. The eyes are also dotted as with a pen. The only writing on this coun-Under the head of Train Expenses, the item of "Oil,

Charleston Courser, 26th inst.

THE SMARTEST THING YET .- Some wounderful things THE SMARTEST THING YET.—Some wounderful things gross receipts, and only about 45 per cent upon the whole have been done during the war, but the smartest thing cost of operating, and the cost of "construction" inyet was the hattle of Piketown, Ky. The Confederate cluded. force consisted of 740 men 615 infantry, and 125 cavalno longer be doubted. We can beat the Confederates at everything—even at lying.

Brooklyn (N. Y.) City News.

General Sam Houston is still among the living, the frequent reports of his death to the contrary notwith-standing. The last accounts from Texas represent him as out of danger from his recent illness.

Our through business, both Confederate and private, requires this increase of our equipment in freight cars.

I do not propose any material improvements in the track or other part of the permanent way during the current fiscal year, beyond a supply of new rails. As soon as the condition of the Company will justify it, culverts of mason of the company will justify it, culverts of mason of the service of trains, engines and engineers, and our through business, both Confederate and private, rectors, and by them my course has been approved. I only refer to the subject here that the facts may be known or other part of the permanent way during the current fistor of the company will justify it, culverts of mason. In consequence of vacating the office of the service of trains, engines and engineers, and string the correct fistor of the contrary of the contrary of the contrary of the permanent way during the current fistor of the contrary of the current fistor of the contrary of the current fistor of the company will justify it, culverts of mason. In consequence of vacating the office of the service of trains, engines and engineers, and string the current fistor of the contrary of the current fistor of the subject here that the facts may be known in the track of the current fistor of

To the Stockholders of the W. & W. R. R. Co. : The President and Direct rs, submitting to the Stockholders their Twenty-sixth Annual Report, cannot refrain from congratulating them on the exhibit of increased business which has been done during the last year. Our receipts for the year 1859 were \$447,554 65, for 1860, \$500,209 75, for 1861, we have the amount of \$571,236 24, being greatly more than was ever received from the operations of the Road. This great increase is more gratifying from the consideration that it had been forebodingly predicted that the t: oubles of the country would rostrate and destroy all of our business. We have also the further gratification of seling a just and patriotic pride, that in the prosecution of our business we have been able to render to our beloved the firm ground. I except of cour e the bridges and "cul country great, yes, inappreciable assistance in repelling from our soil ruthless invaders. It is impossible to say when the war will terminate, but a just resentment, which the atracities practised by our enemies has incited throughout the land, forbids the supposition that it will end before we have established a complete social, commercial and political independence. This being considered as a fixed fact, we must endeavor to unveil the future and prepare for its

Blessed with the return of peace, our country will immodiately teem through its whole length and breadth with those productions which constitute the basis of commercial exchanges. Foreign nations must have for their consun ption our surplus productions. From what ports will they be shipped? While every Southern city will make laudable exertions to command this business, a survey of the map of the country, taken in connection with the Rail Roads. some already completed, and others in progress, clearly points to the At actic cities as ports which will command a large portion of our foreign commerce, invited alike by their commodious harbors and varied exports. Merchants. not only of the interior of the country, but of the Atlantic cities, will resort to these points to make purchases, and the Atlantic line of R ad is thus destined to become one of leading avenues of trade and travei : and wi-dom dietates that we should immediately put ourselves in a condition o command a large share of the business necessarily incident to the anticipated state of our country. The difficulty of transportation across the Cape Fear Rivr is one of the greatest obs acles with which we have to contend. Can it be bridged, and at what expense? These

are questions which have been submitted to the respective Engineers of the Wilmington & We'don and Wilmington & Manches er Rail Roads, and they have decided that a proper constructed across the two rivers opposite our whirf at a cos not xceeding \$125,000. As the construction of this work will enable the Wilmington, Charlotte & Rutherford Rail Read Company to come to Wilming on without the ex- year. pense of the steam boat transportation, which now weighs heavily on it, we may conclude that Company will bear the principal burden of con-tructing this work, leaving for conribute n on the part of this Company a sum the interest on which should be greatly less than we are now paying for or pres nt inconvenient and exposed ferry nav gation .his work completed, we will have a connected Rail Road communication between Norfolk and the Southern cities, both on the Atlantic and the Guif, which will be not only shorter, but mo e convenient than any other competing In consideration of these facts we would respectfully ecommend to you the appointment of a committee to conult with the other companies interested, and devi e some

of Rail hoad ope ations, reducing our debt \$22 799 84, paying the interest on our debt, and dividing eight per cent di-Confederate State bonds, bearing 8 per cent, interest be hereafter appropriat d to our sinking fund. The punctual p yment of the interest on our debt England has ever been regarded by us as a duty of the highest obligation, and thus ar we have never been in default. but we f ar the present difficulty of making remittances may

shows that the Road Way is in good order, though our rails are muc: laminated. The heavy freighting business we have done has been the cause of the unusual amount of this lamination. By a late arrangement with the "Tradegar Works," at Richmord, we will very soon be able to remove the worst

Company to construct a Rail Road from a point on our Road North o Magnolia to join the Coalfield Bond at Favetteville, and authorized this Company to take stock therein, loaning prepared to recommend the acceptance of the charter by Company, as the coal may probably be brought to Wilmington by a connection with the Wilmington, Charloite & Rutherford Rail Road, and this connection would imof foresight and prudence, it may be politic for our Company to take such prelminary steps as will prevent the forfeiture of the privileges conferred. This matter is respectfully referred to the St ekholders for 'heir consideration.

Res ectivily submitted.

Report of the (hlef Engineer WILMINGTON & WELD N RAIL ROAD COMPANY,) Office Chief Engineer and Superintendent, Wilmington, N C., Nov. 5th, 1861.

Hon. W. S. ASUK, President SIR : - I have the honor to submit my Seventh Annual Report of the operations of the Road for the fiscal year te: min-

RECEIPTS AND PAPE DITUK S

			RECEIP S		
Receipts from		Through	Passengers,	\$195,238	38
	**	Way	**	139,786	
6.4	**	Freights.		180,143	76
4.6	46	Mails,		41,550	00
**	+4	Miscellar	ieous sources	, 11,517	64

To which add the receipts from the Tarboro' Branch, as follows: Receipts from Passengers,.... Freight,.... 3,509 78 281 94-9,160 57 And we h ve total increased income for 1861 of ... \$80,187 24

.. 1860,....

and total gross recei; ts for 1861 of .. 580,396 81 EXPENDITURES. Maintainance of Permanent Way. 56,728 89 Cost of ordinary repairs of track. 20.025 00 " Extraordinary repairs of track 4,315 30-81,069 1 DEPARTMENT OF TRANSPORTATION. Rolling Stock - Cost of repairs of

Locomotive Engines and ma'erials on hand for repairs..... Cost of repairs of passenger cars and materials on hand for repairs, 8,995 12 ost of repairs of Freight cars and materials on hand for repairs,.... 3.621 15-41.149 Train Expenses - Pay of Conductors, Engineers, Baggage Masters, Train hands and Firemen Cost of fuel for Engines and Cars ... 15 476 97

6,171 26

1,986 51-55,664 16

Station Expenses .- Cost of repairs of wood and Water Stations, Warehouses and other Station buildings, Tost of Tickets, Ticket Books, Blank Way Bil's, Freight Manifests, &c , 751 21 Time Tables and Advertising Pay of Station Agen's, Vard Master,

" of Oil, Tallow and Waste

Miscellaneous expenses of trains,.

Warehouse hands and cost of pumping water at Stations Miscellaneous expenses of Stations,. GENERAL EXPENSES.

ical attendance...... 14.059 73 Office Expenses,.....

Miscellaneous expenses,...... 3,137 20 -- 21,717 16 Salaries of Officers..... Total cost of operating the Road\$242,676 85 To which add cost of operating the Tarboro' Branch as follows: Transportation expenses..... \$2,655 88 Station expenses, 420 78
Road repairs, 1,116 00 Total cost of operating Main Stem and Branch .. \$247.106 13

Legving nett receipts for the year,

Increase,..... \$86.806 10 GOST OF CONSTRUCTION. The item of \$15,295 64 is chargeable to "Construction, being for new Chairs and for filling Trestle Work-neither Chairs nor other joint fastenings having been supplied at the time the track was laid down.

Against nett receipts for 1860 246,484 63

EXPLANATION OF STATEMENT. By comparing this statement with the corresponding one for 1860 we see that there has been a reduction in the cost

terfeit is the number and the word Washington. The Tallow and Waste" has increased. This is due to the increased price of lubricating materials, and to the increase of mileage made over the Road by troop and freight trains From the foregoing statement it will be seen that the cost of operating proper has been less than 424 per cent. of the

NEW EQUIPMENT AND CONSTRUCTION.

year. We, however, need an increase of our freight cars, and I respectfully recommend that thirty new box cars be built or purchased, without delay. The great increase of our through business, both Contederate and private, reduced this increase of our equipment in freight cars.

I have heretofore laid this matter before the Board of Directors, and by them my course has been approved. I

There have been placed in the track during the past fiscal year a large quantity of (52,000) cross-ties, and four hungreat a large quantity of (52.000) crossited, american man-dred tons of new rails—one-half of them of American man-dred tons of new rails—one-half of them of American man-

ufacture-and about 25,000 double lipped rolled chairs .-About 20,000 more chairs are wanted to complete the track; ed reports that will be distributed amongst the Stockhold but we must wait until a more convenient season for this remainder. The iron works of the South are too much occupied with army work to admit of such improvements at

The track, with the exception of the laminated rails, in good order. All the trestle work, or nearly all that can unfrequently the case, no one could tell when a train would be judiciously filled up, has been filled, and the track is now, with the exception of about half a mile, resting upon vert tresties

The work of filling was commenced in 1855, my first year apon the Road and has been pushed forward with untiring dilig nce so long as there remained any unnecessary water space unfilled-up to the first day of January, 1861-when he Board of Directors deemed it best to suspend further operations of the gravel train. BRIDGES.

The Bridges are in good order generally. The one over Quanky Creek requires re decking, and I design to have it done at an early day They are ali, I believe, safe and strong. Some miscreant attempted to precipitate a train containing Confederate troops into Tossnot (reek in the month of May last, by cutting down in part the trestle culvert at that point : fortunately the train passed over without accident. A similar attempt was in de at Smith's Creek Bridge, by boring the stringers in two; this also failed of its object and though a reward was offered for the discovery of the fiend who was thus will ug to trifle with human life, yet no certain information of the perpetrator has been received.

As I remarked above, Culverts should be supplied where they are needed as soon as materials can be had for the

The Repair Shops are now well supplied with good machinery; and with an efficient force our Folli g Stock can be maintained in a 'igh state of efficiency, at a minimum advantage of the apparent necessities of the country to cost. In consequence of the great falling off in our receipts for the first six months of the fiscal year, the Board of Di

This reduction of for e taking place about the time that two accidents happened to our Engines, somewhat crippled bridge, with draws of the most approved character, can be us in motive power for a time, but we are now fast recovering from that condition, and our Engines will soon-if no further accidents happen-be in as good order as usual. They will be se flicient for our wants for the current fiscal ta to Kingsville now, and it will be so then. The trans-

> D PARTME T OF TRANSPORTATION. The mileage made by all trains the past year is 325.181 miles. Divide the cost of operating (\$242,676 85) by this and we have 75 cents nearly as the average cost for each We have carried over the Boad this year 46,371 through

> parsingers, including troops, and 81,803 way passengers that have paid fare, either full or half rates During the preceding year the numbers were, 25,595 through, and \$1,051 way pas engers. The large increase in through travel is of course due to the transportation of troops, and it only includes those who paid fore; for it is a well known fact that many hundreds

of State troops passed over portions of the Road free. It was found impossible to prevent this in the beginning of the war, in consequence of the entire want of system in the Quarter Sia ter's Department of the State at that time. The receipts from freights have been less than they were vidend, we yet have on hand a surplus, which is held in for the preceding year, but under the circumstances of the country, and the low rates at which we have carried Gover. Rolling Stock, now accumulating, to carry 5000 troops ment freight I think we have every reason for encouragement at the result of the year's work.

Though we have carried a largely increased number of through passengers over last year, and though our freights have nearly maintained their place this year, yet it is ques- from Montgomery, &c., or Nashville to Richmond ... through passengers at full rates, and the ordinary quantity of treight at the usual rates. The wear and tear of machineand track, from the great crowds that have passed over. nd the great number of extra trains that were necessary to do the work promptly, has lessened materially the benefits

However this may be, it is not a question over which the Company or its officers had any control. Patriotism, honor, and self-defence, demanded of us our entire energies, and the use of all the means at our disposal, or that we could command, to aid the Government faithfully and efficiently

And I am happy to say that I have found no member of your Board, nor any officer of this Company, backward in doi g all that could be reasonably expected, in this great work of pushing on the troops and supplies at all hours of the day and night. It ts hardly worth while to speculate as to the future-

further than to say when we have "conquered a peace," as we most assuredly shall do, and achieved a political and commercial independence, our trade and travel along the seaboard cannot be diminished -- or fall below what it was in former years.

Are much needed at several places on the Road, and I respectfully refer you to the following extract from my last Annual Report, which I commend to your special consideration-no steps having been taken to supply the wants then | deserve this at the hands of the President of the

"A new warehouse (of brick) should be constructed at Wilson as soon as practibable, together with a suitable house for passensers. "The old warehouse at that place is entirely too small for the present wants of the Company. It is not worth repair-

ing and enlarging, tut should be converted into a shed for "The present ticket office is too small for the convenience and comfort of the Company's patrons at this growing and thrifty place. The receipts at this station have increased

"Thorough repairs should be made to the warehouses at Joyner's, Black Creek, Nahunta, Dudley, Faison, and Warsaw. At the latter station, the warehouse should be enlarged. Station houses, with ticket offices, should be constructed at Joyner's, Black Creek, Fulley, Faison and Warsaw; and small warel ouses, with ticket offices and passenger rooms, should be erected at Pikeville, Mount Olive, Duplin Cross Roads, I eesburg and South Washington. "The most important of these should be completed during

the current fiscal year. "I do not propose large or costly structures, but plain, neat buildings.

TARBORO' BRANCH This work has been so far completed that our trains were

able to run over the entire track about the first week in On the 12th of June last, I made a general examination of certain conditions, also the Bridge over Tar River, when the Deck should be completed on the truss Bridge according to the understanding between the Contractors and myself. The Culverts were accepted in part, when the one at

Hendrick's Creek had been made secure. I regret to inform you that this condition has not been complied with, and further to inform you that one of the Branch, Topsail Sound, Mrs M A Brian, Miss Nannie Bry dry culverts has given way in consequence of there being | an. no sufficient foundation provided for it, which, by specia agreement, the contractors were required to provide and make secure. Consequently, I have informed the contractors that the work that had given way, as well as the culvert on the 20th, and elected the following field officers: at Hendrick Creek, must be rebuilt and rendered secure be-

fore the masonry could be accepted. In consequence of the demands upon my time by the Conederate Covernment, since the first of September, I have been unable to press this work to completion. The contractors have themselves been engaged in Govern-

ment Roads, and hence the delay in getting a final settle York paper says :

ment, which I now trust we shall be able to make in a short The operations over a portion of this Branch have been The contractors were required by their original contract

September, 1860 :- by a subsequent contract for a more January. permanent Bridge, they were allowed one month longer to complete the road and bridge, provided they should make a temporary track acress the river to bring over cotton or should provide a ferry for that purpose. The contractors failed to do either, and the bridge remained unfinished until nearly the first day of June, 1-61. In consequence of this delay a great number of bales of cotton were as for- hundred, some six miles from Elizabethtown, had dismerly sent down Tar River for a market. The number is persed. About fifty prisoners are said to have been estimated at twen.y five hundred bales, or more. This loss of freight on Cotton and the subsequent great depression of business has caused the receipts of this branch

to fall great'y below what we had reasonably expected, yet with all this the Branch receipts are such as to give encouragement for the entire success of the work, whenever general prosperity to the business of the country shall return. The nett receipts for the Branch are \$4,731 34, which is

over three per cent. on its cost. There should be charged to the construction account of the main stem, say One Locomotive,.....\$7,000 00

One Passenger car,..... 2,000 00 One Baggage car,.... Three Freight cars,..... 1,800 00 Making the entire cost of the Branch when completed and equipped about

With gross receipts of \$15,000 per annum, which it is beleved can and will be reached in ordinary business years, and with annual expenditures for overating of \$6,000, which for the next five years should not be exceeded, we shall have a nett income of more than six per cent. on the capital invested in the Road. Whether this reasoning is correct or not does not matter-the business that the Branch would robably bring to the main stem was the object mainly or

The payments made on account of this Branch Road have been as follows: Paid on contract in 1860.....\$67,063 88

Total payments to this date.....\$115,796 86 The original contract about \$130,000 00 Subsequent contract for masonry, . 12,500 00

Balance due contractors about...... B fore closing this report, I desire to inform you why I have been unable to examine the Road Way as usual, since September first. Shortly before the fall of Fort Hatteras, at the solici'a-

tion of the Committee of Safety of Wilmington, the Gov-ernor appointed me Chief of the Corps of State Artillery and engineers, and the General commanding in the State assigned me to duty as Chief Engineer of the Coast Defences We have (with prompt repairs) for the next year a suffi-cient equipment of Passenger Engines and Cars—and our nation nor ability to decline. This duty has necessarily occupied much of my time, though I have attended to the office and depot duties as far

as practicabe. There seemed to be a necessity for my

the account of materials received and expended are incomplete, and the tables containing these statements that usually accompany this report will be less furl and satisfac accurately as possible, and in time to accompany the print

We should not fail to re-der thanks to an over-ruling Pr vidence for His wonderful interposition in shielding from danger and destruction some of the many I ves committed to our care curing the past six months, when, as was not

be met, day or night. And I desire to remark in this connection, that if military officers commending troops could for a moment appreciate the responsibility they assume, and the risk they take of crippling the operations of the government, as well as the extreme danger to life they are incurring by interfering with the regular running of trains, they would certainly leave that duty to the officers of the Companies, to whom it properly belongs

My thanks are due to the officers, agents and employee, for their prompt and efficient discharge of duty. Respectfully submitted.

S. L. FREMONT. Chief Engineer & Sup't.

Note. - The Company has at this time 26 Locomotive En rines, 24 of which are serviceable, and the other two are to be rebuilt: 16 Passenger Cars, 5 of them nearly new and all in good order; 6 Second Class Cars, 6 Baggage and Mail Cars. 85 Freight Cars, (Box.) 25 Freight Cars, (Piatiorm.) 5 Freight Cars, (Conductors,) 1 Supply Car, and 1 Amb lance Car.

Danville Connection.

Messrs. Editors: I see you take no notice of the re-

ival of the 'old " Danville Connection " controversy by the President in his late message. This is a mon unfortunate recommendation at this time and by this officer It shows a strong Richmond influence, taking gain and retain a portion of the trade of North Caroli na. It is to cut in two the great system of North Car. olina Internal Improvements to benefit Virginia; for there is no merit in it as a military road at this time until other reads are built. The President misunder stood the facts-be gains no additional through line .-All the business has to be done on one line from Augus. portation could all be done by the short, level & straight

may be said that the enemy may take possession of this line at some point. There is very little danger of that, and if he did there is the same line the President speaks of open from Weldon, via Raleigh, "Greensboro" and Charlotte. But is there not more danger of this common line being broken by the enemy b tween Branchville and Augusta? I do not think there is much danger of ither; but if the Government really wants to facilitate the transportation of troops and supplies, let it advance to the Rail Road Companies here on the Sea Board \$100,000 to be paid back in transportation, and they can Bridge the Cape Fear and be able with additional

Sea Board route, if the Cape Fear River was bridged as

it may be in two months if set about in earnest. But it

a day with their baggage and all other freights that may offer. By this line there would be but one change of cars

that change is at Wilmington, where the guage change By the " Danville route " there would be a change of cars at Charlotte, and again at Danville from necessitu as the guage of the South Carolina and other roads South is five feet-the Danville road the same; whereas the North Carolina guage is, by law, four feet eight and a half inches.

The recommendation of the President should have extended to bridging the Cape Fear, in conjunctionwith the "Danville Connection," or else it should not have been made.

It (the "Danville Connection") will benefit Richmond and its Danville road, and will also benefit the materially injure the great North Carolina Central road, the Wilmington and Weldon and Wilmington and Manchester Rail Roads, and the Raleigh and Gaston Rail Road. While it does this it gives us no new military line. It would shorten one a little, but have we more material (Rails especially) than is now wanted to maintain the present lines? Can we judiciously use any iron for new roids at this time?

I say again, it will benefit Richmond at the expense Wilmington. Has Wilmington done anything to Nov. 25. CONFEDERATE STATES

W. T J. Vann acknowledges the receipt of blankets, socks, sheets, drawers, quilts, shirts, &c., as donations to the State Troops, from the following persons: Mrs E N Highsmith, Mrs M A Devane, Mrs Mary A Newton, Miss Mary C Wells, Miss Ellen F Wells, Mrs Ann Fen nell, Mrs Elizabeth Highsmith, Miss Ella Taylor, Miss A A Devane, Miss Martha P Wells, Miss Susan Alderman, Miss susan A Wells, Miss Mary Highsmith, Mrs Margaret A Mur bhy, Miss P E Highsmith, Miss Mary J Murphy, Miss M A Newton, Miss Farah E Newton, Miss Dorcas Lee, Miss Mary E Highsmith, Miss Ann J Highsmith, Miss Elizabeth Alderman, Miss Celia C. Highsmith, Mrs Mary E Fennell, wrs S J Faison, Mrs Phoebe C Taylor, Miss Mary B Devane

Miss Miriam Lee, Misses Bland, Unknown Person, Miss Mary B Seavy, Miss Hannah M Seavy, Miss M J Newkirk, Miss Eugene F Seavy, Little Kate Henry, Mrs E A Devane, Little Pierce Henry, Mrs Dr Seavy, Mrs Alex Henry, Mrs Mary T Nowkirk, Miss Josephine Newkirk, Miss Mary B Newkirk, Mrs Mary C Newkirk, Miss Lizzie Henry, Mrs Owen Fen nell, Mrs Jennetta Corbett, Miss Betsey Robinson, Miss Lizzie Fennell, Miss J M Fennell, Miss Susan C Brown, Miss Q Z Brown, Mrs John C Devane, Mrs Callie Corbett, Mrs Mary C Wells. Mrs Emma Stetson, Mrs Kate Devane, J N Bland's family, Miss Hattie B Corbett, Mrs Susan Lewis. Mrs C B Corbett, Mrs Milton Bland, Mrs J B Pigford, Mrs Elizabeth Tate, Mrs T T Savage, Mrs Geo J McMillan, Mrs Owen R Favage, Mrs R M Fillyaw, Mrs M J Tate, Mrs Wm Powers, Mrs David Rivenbark, Miss Sarah A Smith, Mrs ohn Bowden, Mrs B R Newkirk, Miss E Rivenbark, Miss Martha L Bowen, Mrs James T Morray, Mrs Chas S Garriss, Mrs + dward Garriss, Mrs Josiah Johnson, Miss P Blanton Mrs Hiram L Ritter, Miss Mary Simmons, Miss Elizabeth. Johnson, Eliza servant of Mrs Newkirk, Mrs John D Powers, Miss Thankful Blanton, Society of Ladies at Spring

37TH REGIMENT N. C. TROOFS .- The Thirty-seventh Regiment N. C. troops was organized at High Point Charles C. Lee, late Colonel of the first or " Bethe egiment, Colonel. Wm. M. Barber, Lieutenant Colonel.

John G. Bryan ; Major.

State Journal. Two HUNDRED THOUSAND MORE MEN .- A NEW

President Lincoln will soon issue a proclamation call ing upon the Governors of the different States to furnish o have the entire Road and Bridge completed by the end of I two hundred thousand additional men before the first 0 Information received here represents that the rebel-

> who had been encamped, to the number of three or four taken in Carter. The camage done the railroad bridges is estimated a fifty thousand dollars. They will be in complete repair

lion in Carter had been crushed out. The Lincolnites.

by January .- Richmond Examirer, 23d inst. EVACUATION OF HATERAS.—The steamer Beaufort, one of our gun boats arrived here yesterday and reports that it is believed that Hatteras has been evacuated by

the Branch the equipment that has been supplied to it from "Feds." A recent reconnoisance in that vicinity failed to discover any troops at that place or any sign of them except the presence of a gunboat or two. It is also reported that they have sunk vessels in the channel at Ocracoke, and Hatteras, which are to answer the pur-9,450 00 pose of a blockade; if so they have been guilty of another piece of folly.—Newbern Progress, 23d inst. OUR PRIVATEERSMEN AT THE NORTH .- The Washingten correspondent of the Baltimore Sun writes:

The arrangements made by the Confederate Government to hang a number of Federal prisoners in case of the anticipated condemnation and execution of privateersmen as pirates, brings that matter to a practical issue. The privateersmen, at the late trial in New York, were not found guilty, the jury having disagreed, though there was no want of evidence as to the facts .-The United States District Attorney intimated that he should ask for a new trial, but it is for the Executive Government to determine this. Upon another trial there may be a conviction, and nothing but the intervention of Executive clemency can save the convicts.

FEDERAL MENDACITY .- The last Federal statement of the imaginary victory at Piketon, Ky., which we saw in the Washington Star, placed the Confederate loss as high as 2,015! This is a further illustration 0 the unblushing mendacity of the Lincoln press. brings to mind a communication lately received, in which a gentleman gave the result of a careful examination of the statements of the Baltimore Chipper, which he continued up to the time he left Maryland, some two weeks ago. He summed up the enormous number of two million four hundred thousand "rebels" killed and dis-

posed of by the Lincolnites since the opening of active hostilities! This information will prove highly interesting to our people, who must be ignorant that such a vast number of our noble men have died in defence of their rights .- Richmond Dispatch:

Single copies of the WILMINGTON DAILY JOURNAL may be had every day, as soon as issued, at WHITAKER'S NEW BOOK STORE, MARKET STREET. Also at KELLEY'S BOOK